

not to exceed twenty years from the date of acquiring the same. After a sinking fund sufficient to pay the cost of acquiring the bridge and its approaches shall have been provided, such bridge shall thereafter be maintained and operated free of tolls, or the rates of toll shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper care, repair, maintenance, and operation of the bridge and its approaches. An accurate record of the amount paid for acquiring the bridge and its approaches, the expenditures for operating, repairing, and maintaining the same, and of the daily tolls collected shall be kept, and shall be available for the information of all persons interested.

Maintenance as free bridge, etc., after amortizing costs, etc.

Record of expenditures and receipts.

SEC. 6. The Carrollton Bridge Company, its successors and assigns, shall within ninety days after the completion of such bridge file with the Secretary of War a sworn itemized statement showing the actual original cost of constructing such bridge and its approaches, the actual cost of acquiring any interest in real property necessary therefor, and the actual financing and promotion costs. The Secretary of War may, at any time within three years after the completion of such bridge, investigate the actual cost of constructing the same, and for such purpose the said The Carrollton Bridge Company, its successors and assigns, shall make available all its records in connection with the financing and the construction thereof. The findings of the Secretary of War as to the actual original cost of the bridge shall be conclusive, subject only to review in a court of equity for fraud or gross mistake.

Sworn statement of cost of construction, etc., to be filed after completion.

Investigation by Secretary of War.

Findings of Secretary conclusive.

SEC. 7. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act, is hereby granted to The Carrollton Bridge Company, its successors and assigns, and any corporation to which or any person to whom such rights, powers, and privileges may be sold, assigned, or transferred, or who shall acquire the same by mortgage foreclosure or otherwise, is hereby authorized and empowered to exercise the same as fully as though conferred herein directly upon such corporation or person.

Right to sell, etc., conferred.

SEC. 8. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 2, 1927.

CHAP. 280.—An Act To authorize an increase in the limit of cost of certain naval vessels, and for other purposes.

March 2, 1927.

[H. R. 16507.]

[Public, No. 697.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the limit of cost for the construction of the United States ships Lexington and Saratoga, the conversion of which vessels into airplane carriers, in accordance with the terms of the treaty providing for the limitation of naval armament, was authorized by the Act of July 1, 1922, is hereby increased to \$40,000,000 each.

Navy. "Lexington" and "Saratoga."

Limit of cost increased. Vol. 43, p. 882, amended.

SEC. 2. That for the purpose of modernizing the United States ships Oklahoma and Nevada, alterations and repairs to such vessels are hereby authorized at a total cost not to exceed the sum of \$13,150,000 in all. The alterations to the capital ships herein authorized shall be subject to the limitations prescribed in the treaty limiting naval armaments ratified August 17, 1923.

"Oklahoma" and "Nevada" Modernizing of, authorized.

Subject to treaty limitations. Vol. 43, p. 1655.

SEC. 3. That the limitation imposed in the Navy Department and Naval Service Appropriation Act, fiscal year 1925, on construction and machinery expenditures on account of one fleet submarine (mine-laying type) is increased to \$6,300,000.

Fleet submarine. Limit of cost increased. Vol. 43, p. 204.

Approved, March 2, 1927.